Council Chamber, City Hall,
Sept. 23rd, 1920.

THIRTY-FIFTH MEETING.

THE SPECIAL COMMITTEE ON RAILWAY CROSSINGS meets in the Council Chamber, City Hall, on Thursday, Sept. 23rd, 1920, at 8.15 p.m. PRESENT. Aldermen Dr. Wilson (Chairman) Moorhead and Drake.

76. MINUTES.

The minutes of the thirtieth meeting are confirmed and signed by the Chairman.

77. SUBWAYS (See pars. 11, 31, 51, 68.)

Divisional Superintendent C. Forrester stated that there were no new plans of level crossings and subways. The latest was of 1907 date. The complete track elevation and subway programme would cost about seven or eight million dollars. He thought that the Rectory Street subway was possible, and could be constructed at about $450,000. cost. He suggested that the whole proposition in general should be left over for a conference with Mr. W.D. Robb, Vice President of the road, who was interested in the matter, and intended to attend this meeting, but was unable owing to other business.

Alderman Moorhead, seconded by Alderman Drake, moves and it is adopted, that the City Clerk be instructed to write Mr. W.D. Robb, and ask him to attend and state a convenient date for a meeting with the Committee, at which the matter of general track elevation and subways at Ridout Street and Rectory Street could be discussed.

Upon motion the Committee adjourned.

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Chairman.

Committee Room, City Hall,
Sept. 24th, 1920.

TWENTY-SIXTH MEETING.

THE SPECIAL TOWN PLANNING COMMITTEE meets in the Committee Room City Hall, on Friday, Sept. 24th, 1920, at 8.10 p.m. PRESENT: Alderman Seabrook (Chairman) J.C. Wilson, T.J. Murphy and J. Cottam.

78. MINUTES.

The minutes of the thirty-first, thirty-second, and thirty-third meetings are confirmed and signed by the Chairman.

79. TOWN PLANNING ACT.

Thos. Adams. Sept. 13th, 1920.

I have not kept in close touch with the work that is being done in London and other cities regarding town planning legislation, I am, therefore, not aware of what the difficulties are of getting separate legislation through for the different cities.

One of the difficulties in dealing with this matter is that those who are not acquainted with the administration of municipal government are apt to assume that objections to particular forms of legislation mean objections to the principle of town planning. I understand that some points have been raised in London with regard to the legislation but I have no doubt that this applies to the particular legal form in which it has been prepared rather than to town planning itself.

As you are acquainted with the administrative problems I should greatly appreciate having your viewpoint as to what could be done to remove any possible objection to the measure as it was drafted. I have had no responsibility in the matter at all and took no part in the drafting of the legislation. I should like, however, to assist in overcoming any difficulties that may have occurred. I believe the draft which is under discussion was prepared by Mr. McMaster of Toronto.

I have always taken the view that it would be a difficult thing to get through separate legislation for each city and hardly worth the while all the bother it involves. However, our discussion of it may help to get more useful general legislation.

Thanking you in anticipation of your reply.

One of the members of the Committee having retired, the meeting stood adjourned.